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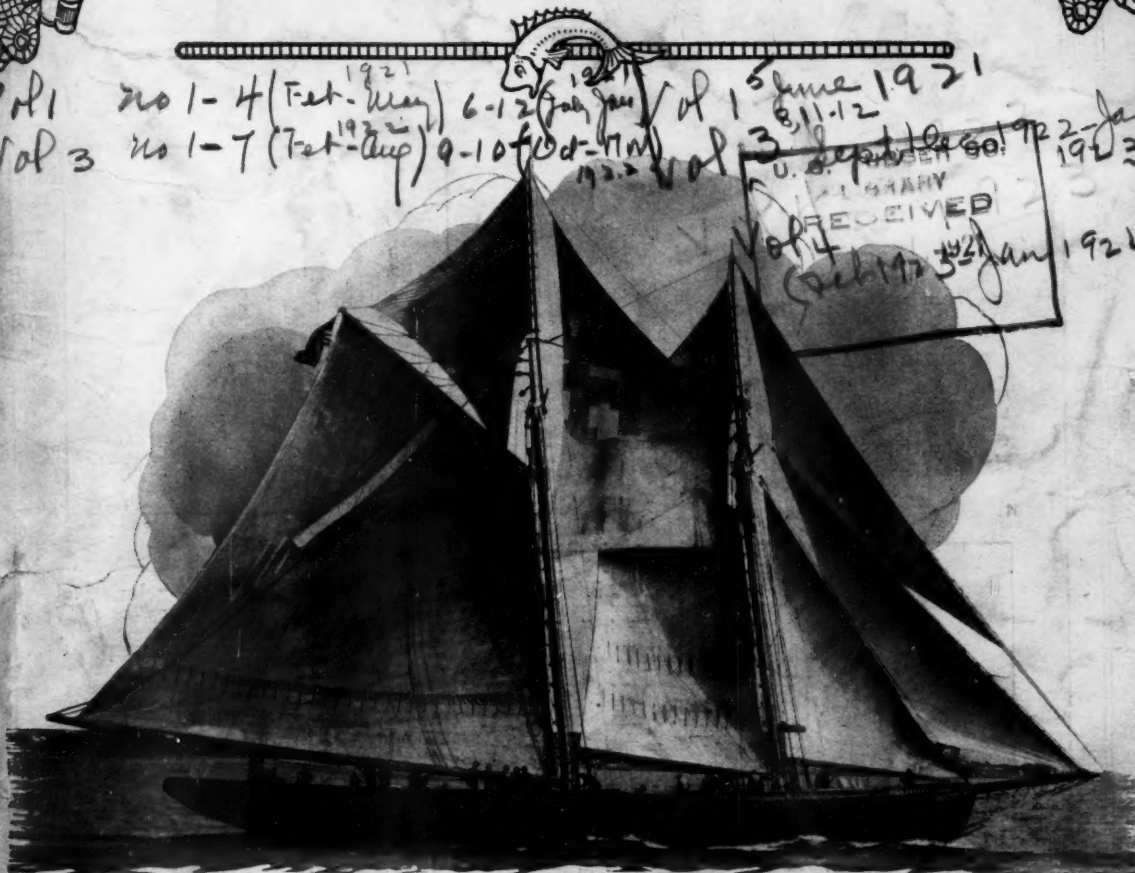
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Vol 3 no 1-7 (Feb-Aug) 9-10 (Oct-Nov) Vol 3 Sept 1922-Jan 1923  
Vol 4 Feb 1923-Jan 1924



## The Esperanto

The winner of the 1920 International Fishermen's race was equipped with

## Columbian Tape-Marked Pure Manila Rope

Out to win, the owners of the Gloucester schooner chose the equipment that had already proven its trustworthiness on "The Banks" and the results fully justified their choice.

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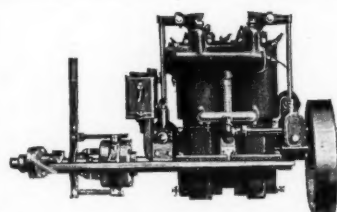
## Fishermen Swear By

# KNOX MOTORS

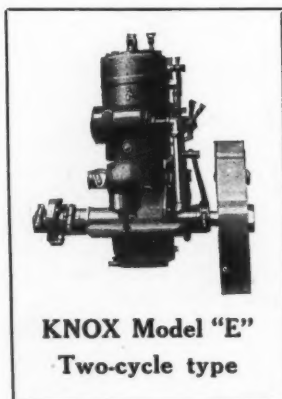
Valve-In-Head

**MOORE BROTHERS, Lobster Dealers,**  
located at Prospect Harbor, Me., wrote  
us, in part, as follows:

"We installed one of your 12 H. P. type  
"G" motors this season. It is certainly a  
wonderful motor in every way. In regard to  
fuel consumption, you have everything  
stopped for **economy**. Of course, that is what  
everyone is looking for now, with gas out of  
sight."



**KNOX Model "G"**  
**Four-Cycle Type**  
6 and 8 HP. single cylinder  
12 and 16 HP. double cylinder



**KNOX Model "E"**  
**Two-cycle type**

### Power and Consumption at 600 R. P. M.

6 HP. 5/10 gal. per hr., HP. developed $6\frac{3}{4}$	12 HP. 1 gal. per hr., HP. developed $13\frac{1}{4}$
8 HP. 7/10 gal. per hr., HP. developed $9\frac{1}{4}$	16 HP. 1-4/10 gal. per hr., HP. developed $18\frac{1}{2}$

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Model "E", two-cycle  
medium duty, one and  
two-cylinder, 3 to 15 HP.  
It was a motor of this  
type that propelled the  
"Sea Bird" across the  
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Model "F", four-cycle  
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# ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the  
Fishing Interests of the Atlantic Seaboard

Vol. 1.

BOSTON, MASS, JUNE, 1921

No. 5

## Fish Must Be Sold, i. e., Advertised

PERHAPS some of you fishermen are wondering why it is that the public is growling at the high price of fish when you receive such a small return at your end. It begins to look as though somewhere along the line between you and the consumer someone must be shaking down big profits. And it doesn't take much figuring to see that high prices to the housewife mean a diminishing demand and, consequently, a poorer market for your product.

Now, who is to blame for this situation? Who is the malefactor grabbing big profits at your expense?

It isn't the wholesaler; and it isn't the retailer. As a matter of fact, it isn't anyone. It's a condition that's to blame. The fault is not with any particular branch of the trade, but rather does it lie with the fish industry as a whole.

We all know that the fish industry is notoriously backward in adopting modern marketing methods. We know that precious little has been done to create greater markets, to sharpen the national appetite for fish. We know that in consequence, except for a short period—war-time—sea food has been a one-day-a-week proposition. Now, suppose you had to make your week's pay from the result of one day's work. You would be obliged to get big prices for your fish, or you could not make a living.

That is the position of the retailer. He is the one who gets the long price, but he is obliged to do so, for the one-fish-day-a-week bogey makes it necessary for him to cover a full week's expenses with the result of one day's business.

It will be seen, then, that the method of marketing fish is at fault. Only through co-operative national advertising can a greater demand be created. Only by convincing the public that fish is a delicious, all-sufficient food can we overcome the one-fish-day-a-week handicap which gives you so small a return for your products.

### Why Not "Sell" Sardines?

It is pretty generally known that there has been a serious slump in the Maine sardine trade

this year. It seems that the canners have had a hard job marketing last year's big pack, and they are not disposed to begin operations this season until they are pretty certain of moving new stocks. In consequence, a large number of people in the Maine sardine section, who generally count on several months of employment in the packing plants, find themselves without jobs this season.

The failure of the canneries to operate means a big loss to the community, a situation which puts the packers in a very poor light. Here again the trouble lies in inadequate marketing methods. With one of the tastiest products ever put up in a can, the packers of this section have generally been content to load their goods on the dealer and let it go at that. They seem to forget that one of the fundamental truths of merchandising is that the sale of an article is not completed until it is in the hands of the consumer. To expect the dealer and the retailer to sell the consumer is placing the burden where it does not belong.

We wonder if the slow movement of last year's pack was not due to a reluctance on the part of the dealer to take on unadvertised lines, that is, goods for which a demand had not already been created.

We are sure that a co-operative advertising campaign would make short work of disposing of so fine a delicacy as properly packed Maine sardines.

### Misdirected Selling Effort

Those who believe that the financing of co-operative advertising by the fish trades would be out of the question at this time are requested to consider the sizable amount of money spent by the trade in obviously non-productive and out-of-place advertising. Much of it savors strongly of the "help-support-us" variety with little or no selling value. Much of it is "dealer-to-dealer" advertising, in which cognizance is not taken of the field covered by the media. Much of it is downright waste!

If the money spent on this type of advertising were directed toward the housewife, the fish business would be getting somewhere.



# Mayflower Agitation Continues

American Committee Busy--Lunenburg Divided on Opinion as to Superiority of Mayflower

**W**HETHER or not the Mayflower will be permitted to enter the fall fishermen's races is a question that grows more perplexing as the summer wears on. From her very inception she has been the victim of scathing attacks; until today she seems positively friendless, if we are to judge from the public press.

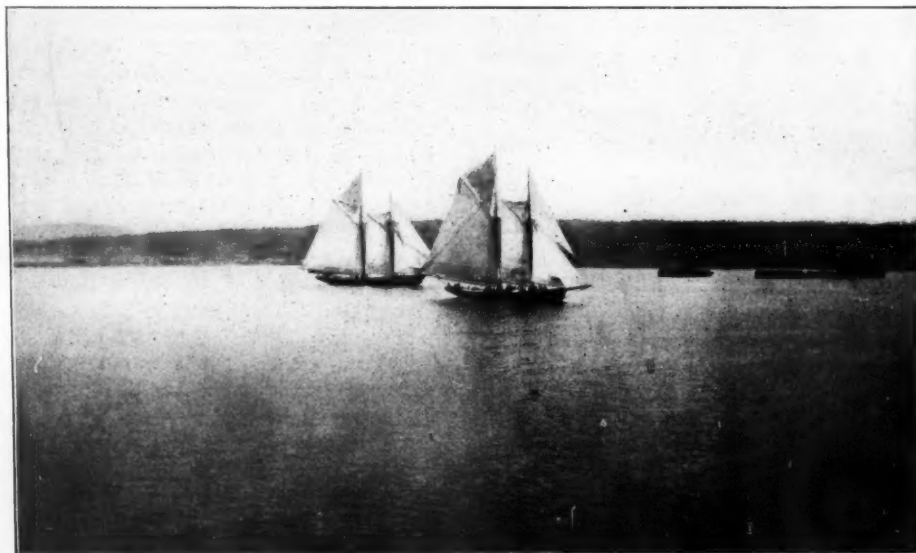
Yet, despite reams of calumnious criticism that would condemn her as a bona fide fisherman, not one substantial point has been as yet hit upon by her determined and resourceful critics. If she be declared ineligible we venture to predict that some technical point will be at the back of it, rather than her status as a fisherman.

It is nice to know that a man like H. R. Silver is chairman of the International Fishermen's Race Committee.

If the expedition that recently sailed for Sable Island is successful in raising the Esperanto, last year's cup winner will undoubtedly enter the elimination races.

The Mayflower, on May 28, took her second baiting at North Sydney and sailed again for the Grand Banks. Captain Larkin reported 100,000 pounds aboard at that time.

The Canadia, of LaHave, has shown herself to be a very fast vessel. She arrived at Halifax May 12 after a record run from LaHave, covering the



ESPERANTO LEADING DELAWANA, 1920 RACES  
Yankee Flyer, Having Just Been Raised, May Again Be a Contender in Fishermen's Races

It seems that the American Committee is responsible for the greater part of the agitation. Rather than assume a dignified impartiality as would become such a body until called upon for a decision, it seems disposed to argue the matter. The following excerpt from the Halifax Herald would also seem to indicate that every effort was being made by this committee to "pass the buck" to the Canadian people for a decision on the Mayflower: "If the Canadians put up a sufficiently loud protest to the American Committee . . . the Yankee racer Mayflower will be disqualified from entering the contest, according to the secretary of the Gloucester race committee." A logical interpretation of the above might be phrased something like this: "If you will back us up sufficiently, we'll disqualify her." Reason and justice seem secondary considerations.

distance in  $4\frac{3}{4}$  hours. Captain Conrad has taken his vessel on a single dory handlining trip.

The Bluenose arrived at Lunenburg May 30 from her maiden trip, hailing for 900 quintals. Captain Walters was quite provoked to hear the stories that have emanated from Lunenburg to the effect that the Mayflower is acknowledged superior to the Bluenose in speed, and which carried the request that the Mayflower be withdrawn because of her superiority.

Lunenburg skippers lost no time in refuting these statements. They believe that the Bluenose is just as good a vessel as the Mayflower, and are willing to wait until the race is run before admitting that the Yankee flyer is a better boat. They feel that if the Mayflower has fulfilled the conditions as they interpret them at Lunenburg, she be allowed to enter the elimination races.

# Whales to Furnish Motive Power

MacMillan's New Schooner Bowdoin a Fisherman Type — Explorer Expects to Circle Baffin Land with Her

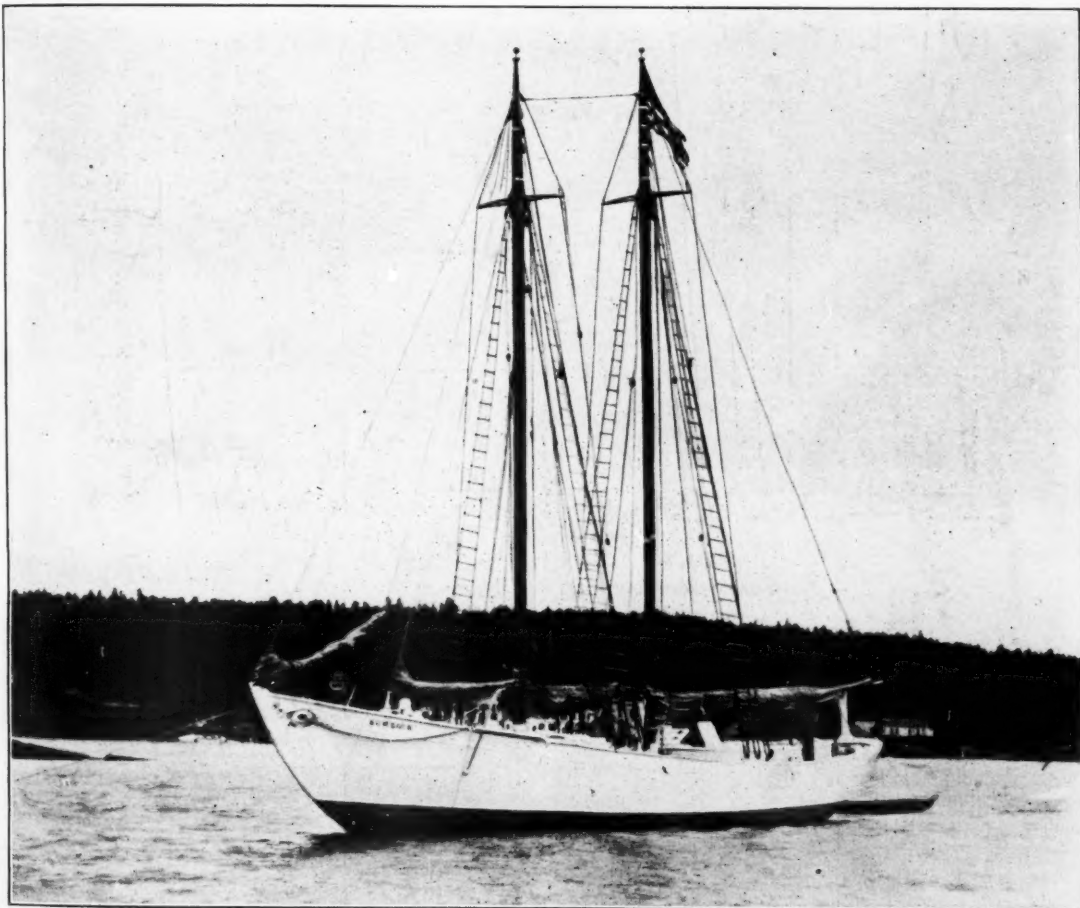
SINCE there are no fuel stations up in the vicinity of Baffin Land, Donald B. MacMillan, the Arctic explorer, is planning to catch oil for his engine on his expedition to the northern regions this summer. He figures that right up near the top of the world there is plenty of fuel to drive his motor—plenty of fuel there for the taking. All that is necessary is to capture a right whale, haul it alongside and try out the blubber.

According to experts, there is little question but that whale oil will prove fully as effective as the regular petroleum product in the 45-horse power semi-Deisel "C-O" engine that will furnish

can be utilized. If the plan proves practicable the expedition will have a clear advantage over former ones, as the fuel supply has always presented a serious problem in Arctic exploration plans. Much of the time, it is expected, the schooner will simply float with the drift and she will have a generous spread of canvas to enable her to sail home when clear of ice, should the fuel supply give out.

## Bowdoin to Ride Ice

The Bowdoin, which will carry the MacMillan expedition to Baffin Land, has caught the interest of boat lovers everywhere. Her design incorpo-

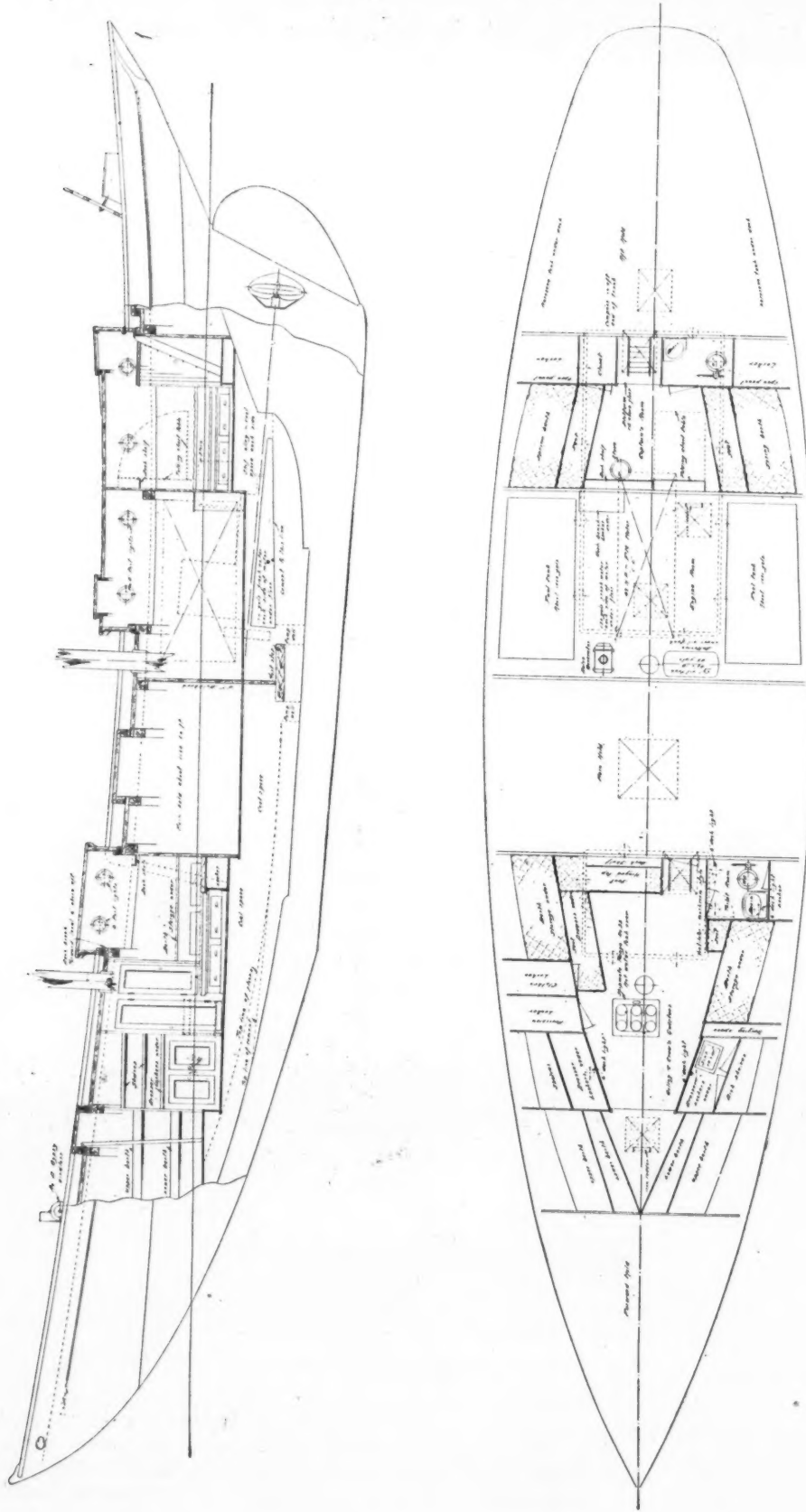


THE BOWDOIN, A UNIQUE TYPE OF VESSEL BUILT FOR ARCTIC EXPLORATION

the auxiliary power for the schooner Bowdoin. Tests of the engine made with various kinds of fuel have convinced Mr. MacMillan that the wonderfully clear oil obtained from the Arctic whale

rates the ideas of an experienced explorer, who understands the difficulties he must overcome if he is to be successful in his projected expedition.

She is an auxiliary, two-masted, knockabout



ARRANGEMENT PLAN OF THE BOWDOIN, SHOWING CAREFULLY STUDIED SPACE ALLOTMENT  
 Courtesy William H. Hand, Jr., N. A., Designer

schooner, resembling somewhat a fisherman, designed especially to resist the action of heavy ice. There is nothing of the ice-breaker about the Bowdoin. She will never try to smash her way through. Her way will be to humor the ice, not to pit her strength against it, nor even to resist it. It is calculated that with her egg-shaped hull, there will be no breaking of her ribs by the pressure of flanking ice floes, that these will get no fatal grip upon her body, but will cause her to rise between them, so that when they come together she will be on top until the ice parts again when she may slip back into the sea. Running against a floe will mean merely her sliding up on top of it until the opportunity comes for her to return to the water.

## Practically Unsinkable

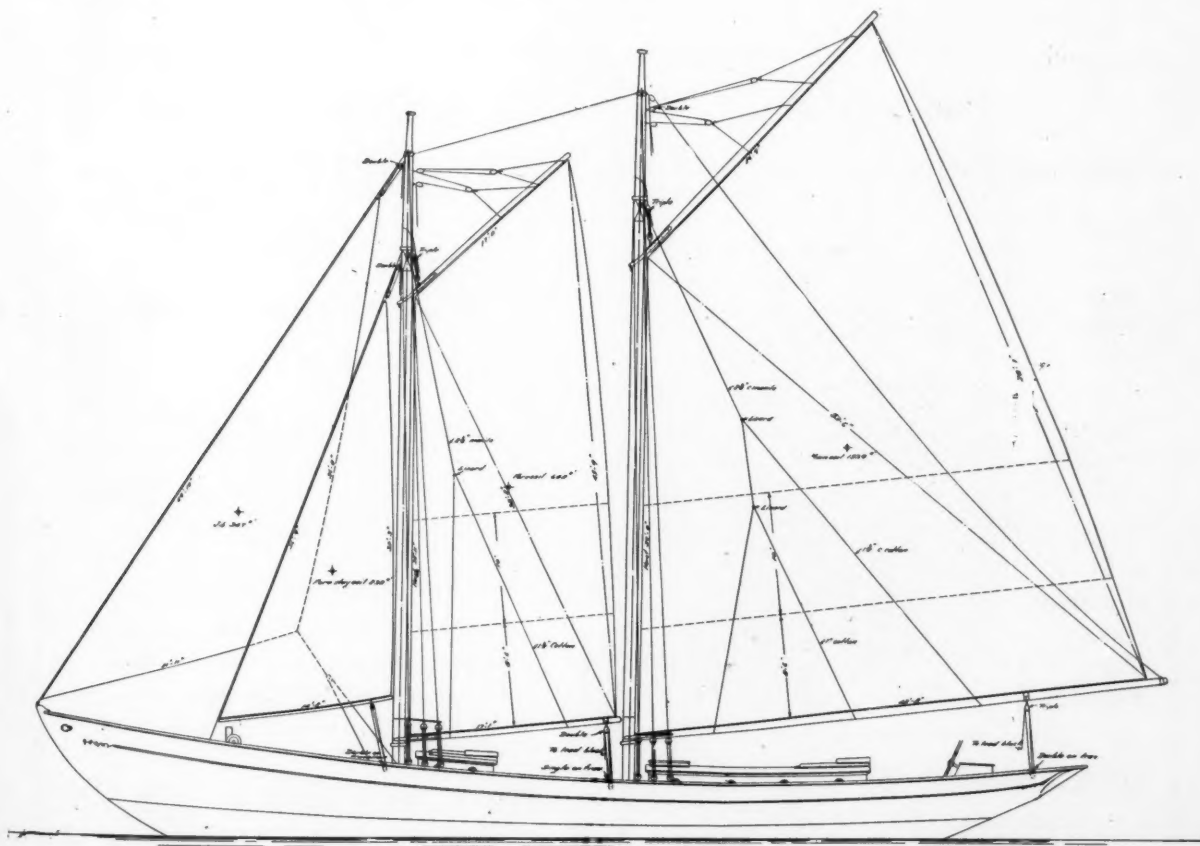
The Bowdoin was designed by William H. Hand, Jr., and was built by Hodgdon Brothers at East Boothbay, Me. The vessel has been made unusually staunch, and it is believed that because of her watertight bulkheads she could be cut in halves and each end would remain afloat for a long time. She is 88 feet overall, 20 feet beam, and 9 feet 9 inches draught.

The underbody of the Bowdoin is sheathed with ironwood, which has been found to best withstand ice pounding. Her frames are sided 12-inch, moulded in proportion, spaced 24-inch on centers.

Planking is of 3-inch white oak with a belt of 1½-inch Greenheart about 5 inches wide at waterline. The ceiling is of 3-inch Georgia pine and the deck of 3-inch white pine. She is subdivided by two watertight bulkheads. Fastenings are of oak and locust trenails. Her main fuel tanks carry 2,200 gallons of oil. She is equipped with Edson steering gear and with Delco lighting plant.

During the long winter, all hands will bunk in the forecabin to save fuel. This portion of the boat is built with a triple skin, for additional warmth, and to keep out moisture. It is said by those who have watched her construction, to be as fine a piece of work as has been turned out in many years. The Bowdoin resembles somewhat a knockabout fisherman, as will be seen by the accompanying drawings. As a matter of fact, she is unique and distinctive, belonging to no particular type and being impossible of classification. The arrangement plan shows a carefully studied space allotment. Altogether, she may be reckoned as great a novelty as any since the time of Noah.

Mr. MacMillan plans to leave July 30th on his expedition, the purpose of which is to carry out scientific investigation and to find out particularly something more about Baffin Land, which, by the way, is the third largest island in the world. The expedition will probably cover a period of two years.



### SAIL PLAN OF THE BOWDOIN



## EXPEDITION OFF TO RAISE ESPERANTO

**Beam Trawler Fabia Leaves for Sable Island—  
Hope to Bring Cup Winner Back in  
Two Weeks**

**Q**UIETLY, without the slightest ostentation, an expedition has been organized and started off to raise the Esperanto, queen of Gloucester's fleet. Preparations were about completed before even Gloucester folk were aware of the enterprise.

There had been talk of raising the Esperanto immediately news was received of the conditions attending her stranding. Opinion seemed to be divided as to the practicability of such a project, for some thought that the value of the damaged vessel would not compensate for the cost necessary to raise her.

Not so, Gloucester. The possibility of a monetary gain was but a secondary consideration. Civic pride was the dominating motive—civic pride in that precious vessel which contributed so generously to the glory of old Gloucester. The fact that no other vessel of the hundreds that have struck on the dreaded sands of Sable Island had ever been raised did not deter these people. Could the Esperanto be raised? The receipt of an affirmative answer from reliable salvagers was all that was necessary. Work was immediately begun on the details of the project and plans for financing ar-

ranged. The beam trawler Fabia of the Chisholm fleet was chartered and the Saliger Ship Salvage Corporation of New York, who undertook the job, shipped on their equipment and loaded it aboard the Fabia. June 17 the expedition sailed.

### Method of Raising Vessel

Lying in more than 65 feet of water amid a mass of wreckage the Esperanto offers a sizable problem. A. B. Saliger, chief engineer of the contracting company, has worked out a unique system of deep sea salvaging, which is said to be the only one that could possibly be used on this job. It involves the employment of the familiar pontoon system, but instead of the usual type of barge or cylindrical pontoons of wood or steel, a resilient, collapsible pontoon will be used. These pontoons resemble huge cargo nets, as they lie piled upon the wharf, but they stretch out like great footballs when inflated after being attached to the wreck. Their collapsible and resilient qualities facilitate the work of the divers in attaching them to the wreck. When the pontoon is in place it is inflated from air pumps operated on the salvaging ship. Upon being brought to the surface, the Esperanto will be patched up, temporary repairs being made by the crew of divers. If the weather is suitable she will be towed to Gloucester for permanent repairs. It is thought that the job will be completed in two weeks, weather permitting.

(Continued on Page 11)

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**WM. C. ROBINSON & SON CO.**

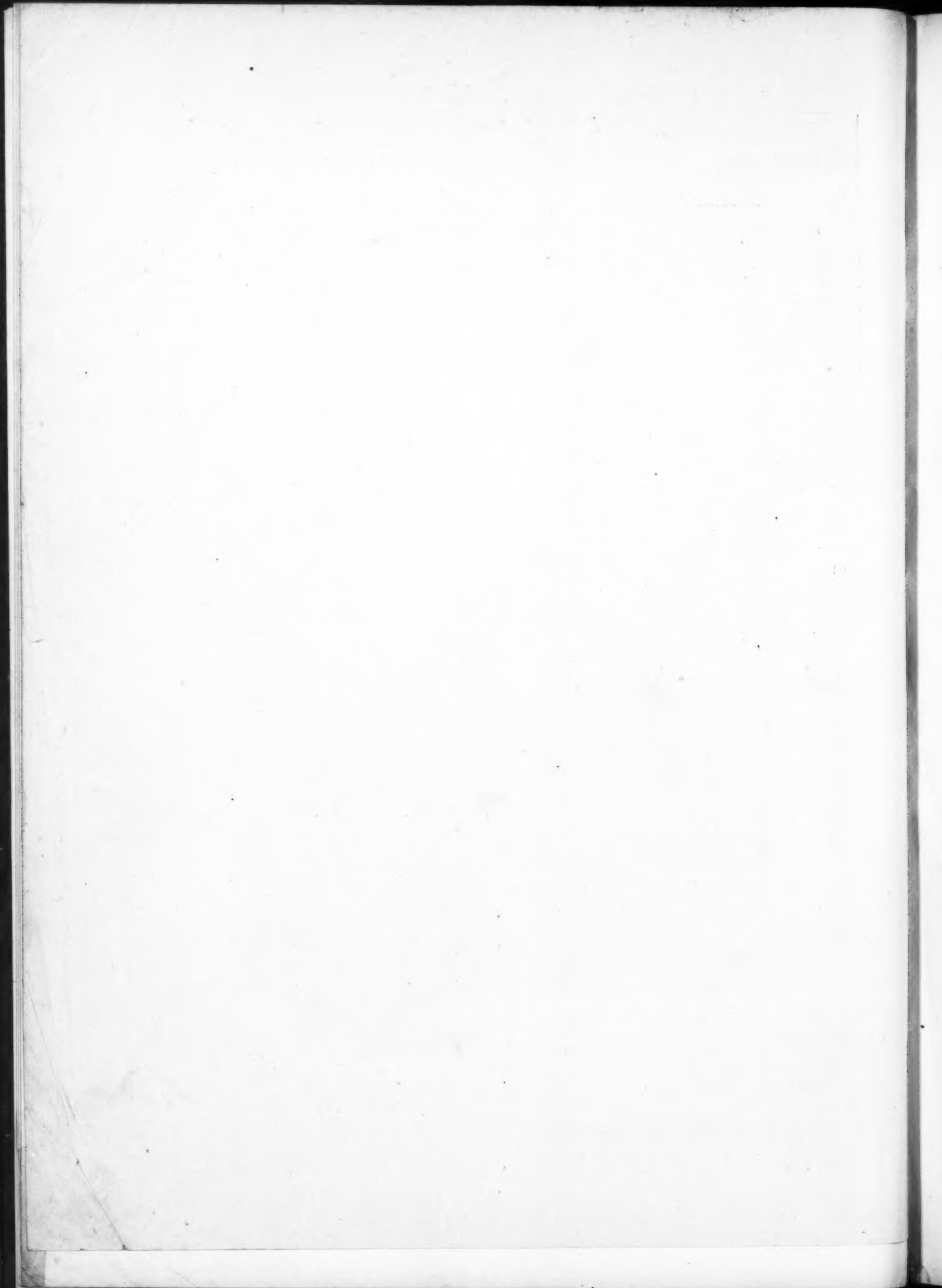




"MAYFLOWER"

Supplement, June 1921  
ATLANTIC FISHERMAN

Rigged from stem to stern with  
"AMERICAN" MANILA ROPE



# The Wreck of the Fortuna

Story of Gloucester Schooner Stranded on Race Point and the Loss of Two Fishermen

**S**INCE the foundering of the Esperanto yarns of the forecastle have largely run to tales of disaster that have beset other Gloucester vessels—tales that often carry a more sorrowful ending than that of the ill-fated cup winner, sad as that was. It is the loss of precious lives which so often attends such disasters that is hardest to bear.

Scarcely a year passes which does not add another mournful chapter to the splendid history of Gloucester's fishermen. One of the most talked of wrecks of her day was that of the Gloucester schooner Fortuna, Captain John W. Greenlaw, which stranded on Race Point, Cape Cod, on the evening of February 12, 1894. She was a new vessel, measuring less than 100 tons burden, a first-class vessel for channel fishing. Her specialty was to make her catch between the Georges and Nantucket shoals and run in fast to Boston with a strictly fresh fare for good prices. Her crew consisted of 23 men all told.

## Sails for Fishing Grounds

It was two days before her fateful day that she ran into Gloucester to harbor over the Sabbath, and also to lay in supplies, quitting port for the fishing grounds the next morning, with a favorable wind and fine weather. Between 5.30 and 6 o'clock in the afternoon the vessel was about three miles south of Highland Lighthouse, and there being signs of snow, the captain determined to put about and make Provincetown Harbor for the night. By the time he had retraced his course as far as the lighthouse, snow began to fall and the wind increased in force and hauled to the eastward. After passing Highland Light, which was visible for only a few moments, neither land nor light was seen, but the captain knew his course, and having no doubt of the distance he had run, hauled in, a little past 7 o'clock for Wood End.

## Stranded Hard and Fast

The wind and sea had been gaining strength constantly, but all hands were on deck, a good lookout was maintained, and there was no intimation of peril until the schooner struck the bottom, and stranded so hard with the first shock that she did not move more than half her length further.

The sea broke heavily aboard, but the men were accustomed to critical conditions, and no confusion ensued. An anchor was dropped, the sails were furled and torches were burned as signals for help. While this was going on the red light of the life-saving patrol was seen upon the beach. No one thought of imminent danger. But the power of the gale grew with startling rapidity, and soon the captain told the crew to take to the boats and every man look out for himself.

Three dories on the lee side were hoisted out

and with 14 men had started for the beach. A fourth dory was in the water on the weather side, held to the schooner by the painter, with three men and a boy in her—Abraham Brow, James McLain, Charles Anderson and Fred Lorenz. They were preparing to let go and away when a heavy sea lifted the dory right over the anchor stock and let it fall so heavily that a large hole was stove in the side and it filled at once.

## Scramble for Lives

Then ensued a blind scramble for their lives. Lines were thrown to them by the other men who returned to the schooner and each took one. Anderson promptly endeavored to climb on board, which he might have done in a moment if left to himself, and the others could easily have followed, but McLain at once laid hold of him, while Brow seized McLain. Anderson, who seemed to have far better control of himself than either of the others, thereupon, with one powerful effort, shook himself free from their grips and sprang into the water. Passing along the bow of the schooner he caught hold of the bobstay and quickly clambered on deck. The next sea washed over the dory and swept out young Lorenz, who also drifted under the bobstay, and after much difficulty he was rescued by the captain.

## Fell Back in Water

There were two men remaining in the water—McLain, who clung desperately to the dory painter, and Brow, who madly but persistently held on to him. Five shipmates stood above exerting their utmost power to haul them on board. Each could have been saved singly, but the combined strength of the five men was not sufficient to draw up both at once; neither was McLain strong enough to hold to the rope with the weight of the frantic Brow added to his own. Poor McLain, whose strength had finally departed, lost consciousness and both he and Brow fell back into the water, where, after a few wild and powerless strokes, they disappeared beneath the waves.

Those on board knew there was no time to be lost, and another dory was at once got out, manned without accident by four men, and pulled away into the darkness. When those had left, the captain and two remaining men launched another dory and abandoned the vessel, and all hands finally reached the shore safely. The vessel became a complete wreck.

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This is the first of a series of wreck stories which will appear from time to time. Ed.





# Treacherous Sable Island

No Rocks or Reefs, but Hidden Sands and Lurking Hulks

**S**ABLE ISLAND, off whose shores the Esperanto foundered, has for many years been known as the "graveyard of the Atlantic". In all, about 200 vessels of all kinds have been lost on its sands. It has no rocks or reefs. In fact, there is not a rock on or about the island as big as a marble. It is treacherous shoals and the hulls of vessels wrecked on the sands which menace the mariners of North Atlantic waters. At either end of the island dangerous sandbars run out about 17 miles into the ocean.

Since 1763, when taken over by Great Britain, it has shrunk from 40 miles in length to 20, from two and one-half in breadth to one, and from 200 feet in height to 85. It has been necessary to remove the western lighthouse several times owing to an ever encroaching sea.

What the Esperanto struck and what sent her to the bottom was nothing less than the machinery of the steamer State of Virginia, which went ashore on the western end of the island July 12, 1879. Though the Virginia struck close to the land her hull is now covered by eight or ten feet of water. It was her engines, which rise above the hull, upon which the Esperanto drove.

Sable Island is not so desolate a spot as its record paints it. Sickness is unknown among the residents. The weather in summer is cool and in winter the temperature is steady, and averages about ten degrees higher than in Halifax. Almost the whole area is covered with a coarse ribbon grass on which a herd of about 200 wild horses subsists all the year round. It is thought that the horses came ashore from the stranded French frigate, L'Africaine, in 1822.

Cranberries grow abundantly, but there are no trees. Fresh water can be obtained on any part of the island at a depth of two feet from the surface. Wild birds, such as ducks, plover, snipe and geese, abound and the island is a natural and protected breeding ground for the common seals.

Sable Island no longer takes such a toll of shipping as in the old days, thanks to the excellent lighthouse system. Because of its evil fame and its well charted position ocean tragedies upon its sands have well nigh ceased. It seems the irony of fate that the swift Esperanto should travel so far to lay her beams on Sable Island.

## DR. GRENFELL OFF TO LABRADOR

**A**CCOMPANIED by a number of volunteer workers of both sexes, Dr. Wilfred T. Grenfell, the man who for 30 years has taken care of the fisherfolk of Labrador, left Boston June 12 for the bleak land of his adoption.

Stories of sickness and suffering among his people in the northland prompted Dr. Grenfell to

organize his workers and to depart with all speed. Because of poor foreign markets, Labrador fishermen have been unable to dispose of their last winter's catch, which is the chief cause of the dire conditions prevailing in that country.

## CHINOOK SALMON TAKEN AT CHATHAM

**A** RECENT report that a chinook salmon had been taken in traps at Chatham was received with especial interest by the Division of Fisheries and Game of Massachusetts. Steps were immediately taken to verify the report and to secure the specimen for positive identification, but after tracing shipment of the fish to Boston the trail was lost. Those who saw the fish declare that it was unquestionably a chinook salmon. If so, it is probably the first fish of this species caught in Massachusetts waters, since the state officials began stocking the Merrimac river with this type of salmon. Beginning five years ago chinook salmon fry have been released annually in the Merrimac, with the exception of this year; and until the reported catch at Chatham the commission had no record of this kind of fish being taken within its territory.

Massachusetts fishermen are requested to report immediately to the Division of Fisheries and Game, State House, Boston, the taking of any unusual fish. By doing so they will confer a distinct service in the interests of the state's fisheries.

## TO RAISE ESPERANTO

(Continued from Page 8)

The salvaging company is confident of success. With men like Jack Gardner, chief diver, who supervised the under-water operations on the Hamburg-American fleet of liners which the German crews scuttled, and A. B. Saliger, expert salvage engineer, the prospects of bringing the pride of Gloucester back to her home port are bright indeed. Late reports have it that the Fabia has already arrived at the scene of the wreck and operations have begun. As indicative of the sentiment that has surrounded the undertaking, the first act on the part of the salvagers was to fly the Stars and Stripes from the masthead of the sunken craft.

If the expedition is successful the Esperanto will be entered in the elimination races this fall. There is little question but that public sentiment would be so strongly behind her as to render still more difficult the task of the American Committee in making an impartial decision on the status of the Mayflower.

Fishermen of every port join with Gloucester in a hearty godspeed to the expedition which has projected so splendid a mission.

# ATLANTIC FISHERMAN

100 BOYLSTON ST., BOSTON, MASS.

PUBLISHED MONTHLY

A Journal of news, technical, and general information for those in the fishing industry, or for those in trades kindred therewith.

DAVID O. CAMPBELL.....Pres. and Treas.  
FRANK ARNOLD.....Manager  
E. BLAINE REICHERT.....Advertising Manager

ARTHUR W. BRAYLEY.....Editor

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Single Copies 25 Cents.

## ADVERTISEMENTS

Changes of advertising copy must be at our office by the 20th of the month to effect the issue following. Technical matter and news notes pertaining to the fishing industry are solicited.

Vol. I. JUNE, 1921. No. 5

## Not A Trade Paper



FROM the many messages of warm commendation received by the ATLANTIC FISHERMAN it is interesting to note that the chief comment in its favor is its readableness. We are told time and time again that it is one paper that is read—one paper that can be "picked up and opened 'most anywhere'" with the assurance of gaining the interest of the reader.

The point we want to emphasize is that the FISHERMAN is not a trade paper. It is directed to the interests of the fish producers—the actual boat operators and owners. To call it the fishermen's home paper would not exactly hit the mark, yet it comes close. Perhaps it would be clearer to many if we described the paper we have conceived as a fishermen's "farm" journal; that is, a paper in which a proper proportion of market news and trade information is mixed with a generous measure of human interest matter.

We would not presume to take issue with trade papers, for we know what an important factor they have come to be in the business world; but we do believe there is too much sameness to them—that, as a rule, they become too stereotyped, too statistical with their endless market reports, quotations and dry-as-dust business matter to arouse interest in any but the seasoned executive. How often do we see in offices accumulations of such

publications with their mailing wrappers unbroken.

We are sure that we never could have secured such a strong foothold in our field of 150,000 good American fishermen with that type of publication.

Do you wonder, then, that nothing will get a rise out of us quicker than to hear the ATLANTIC FISHERMAN spoken of as a trade paper?

## FOOD ON DORIES

THE finding of the body of George Brown, an East Boston fisherman, in a dory after the man had died from starvation on the open sea, has rekindled the age-old agitation for a law that would require dory fishermen to lay in a supply of food before setting out to fish.

Ordinarily, any addition to the almost endless impedimenta that goes to equip the modern fishing vessel would be ill-advised; but it does not seem that the providing of an emergency ration would place too great a burden on vessel owners, nor would it interfere too much with the efficient operation of the boats. Such a ration, in a compact container, could be tossed into the dory along with the water jug.

Furthermore, a law requiring dorymen to take food aboard would overcome the reluctance of fishermen to take a precautionary measure of this kind, for fear of displaying a want of courage.

## AN OMISSION

We are very glad to take this opportunity to correct an error of omission that occurred in an article entitled "A Quality Fisherman," which appeared in our last issue.

We wish to emphasize the fact that the Mayflower, herself, was equipped from stem to stern with "American" manila rope.

We are also glad to add that the American Manufacturing Company was the only manufacturer of rope approached who was broad visioned enough to accept the terms on which the backers of the Mayflower felt they could pay and at the same time maintain the high standard of quality which they had set for the materials which went into her.

Skippers who have seen the rope speak of it as the finest running rigging that ever went into a fisherman.

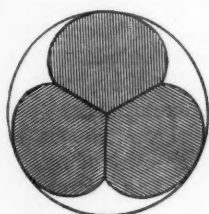
We begin to lose some of our confidence in the editorial columns of the big metropolitan dailies when we read the efforts of some of these swivel-chair space fillers pitting their judgment of the Mayflower against such critics as Captain Charles Harty and Arthur Story.

While Gloucester mourns the loss of the Esperanto, she must get a full measure of consolation in knowing that the queen of her fishing fleet died "with her boots on", as becomes a sturdy toiler of the sea.

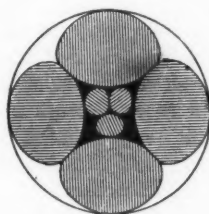
## MANILA ROPE—THREE-STRAND VS. FOUR-STRAND

By J. W. Wendell of the American Manufacturing Company

**I**N order to get some idea of the tremendous quantity of cordage consumed by the producing end of the fish industry, let us consider what the lobstermen of New England alone require in the way of buoy rope. The latest government statistics place the number of lobster traps in this section at about 250,000. Allowing but 20 feet of rope for each trap we get a total of 5,000,000 feet—or nearly 1,000 miles! Large as this figure may seem it is but a drop in the bucket



THREE STRAND ROPE



FOUR STRAND ROPE

when compared with the total amount of rope used in the rigging and equipping of the 60,000 fishing boats operating from Atlantic ports.

So it will be seen that cordage is a mighty important item in the fishermen's equipment—one that should demand the greatest care in selection, especially with regard to its suitability for the job in hand. The fisherman knows that the best rope is none too good for his boat, for his life or his market may depend on everything holding at some critical moment.

By far the greater part of the manila rope made in this country is three-strand, which meets every requirement of innumerable tasks very satisfactorily by varying the hardness of the strand and the tightness of the lay in proportion. For instance, there is the long jawed soft laid six-thread raft rope; hard laid six or nine-thread for lobster pot buoy lines; three-inch soft laid for cargo nets; three-inch medium laid for double cargo slings; medium-hard laid for falls, and hard laid for single cargo slings; four, five, six and seven-inch medium-soft laid for fast lines for tugs, and medium-hard laid for steamers; medium-soft laid ten, eleven and twelve-inch for towing hawsers; and medium-hard laid of the same dimensions for wrecking lines.

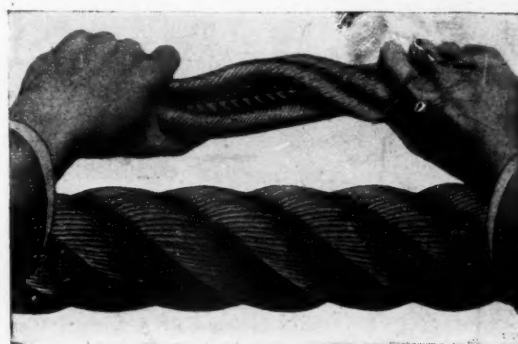
Four-strand rope was made originally for sailing vessels, for it was thought that it would handle easier, be of greater strength and last longer when worked over a small sheave. Aside from this use the call for four-strand rope has been largely limited to power transmission in mills and factories; in four and six-strand, to the driving of stonecutters' travelling cranes; to some heavy fall work of riggers, and to the United States Navy.

The only reason for the use of four-strand rope in the navy seems to be from the fact that many years ago—nobody seems to know just when—it was written into a little book called "Regulations of the U. S. Navy" that "all rope three inches in circumference and larger shall be four-strand, etc." Ask a navy man why four-strand is used and he will say "because it is in the regulations".

But why fishermen should favor four-strand over three-strand rope is not so easy to answer, unless we may attribute it to an unfounded prejudice that has been handed down from one generation to another. But the fact remains that the majority of fishermen are not easy in their minds if their boats are not rigged with four-strand rope, for they consider this type better suited to their needs. This is not necessarily so. New four-strand rope just out of the coil will be more pliable, and, therefore, will handle easier than three-strand. But four-strand rope when wet, especially if it is new, will tangle and kink as though the devil were in it—much more so than three-strand. Ask any rigger and he will tell you that he does not like a four-strand fall because it will foul and kink, especially if it is wet.

Once a three-strand rope has the newness worn off and some of the stretch taken out, it will work easily and smoothly and will have few kinks in it, even if it is wet.

There is exactly the same number of yarns of the same weight—including the "heart", if there



CORE OF TRANSMISSION ROPE

be one—in a four-strand rope as in a three-strand rope of the same size. But a 200-fathom coil of four-strand will weigh more because of the lay. The strength of a rope depends mostly upon the strands being laid so that the strain is borne equally by each one. If one strand is tighter than the other it will take most of the load, and the rope is likely to "strand"; that is, the tight strand will cut in and break under a load which is only a fraction of the load a well-laid rope will carry. Obviously, it is very much easier to lay a three-strand rope correctly than to lay a four-strand rope right, for it requires expert and careful attention by the ropemaker to keep the tension the same on all four strands of a rope in the making.



# Beacon Trust Company

Members of the Federal Reserve System

Capital and Surplus	Deposits	Resources
\$2,300,000	\$20,000,000	\$24,000,000

To the Depositors of the  
Equitable Trust Company:—

The business of the Equitable Trust Company was this day taken over by the Beacon Trust Company, Main Office 20 Milk Street, and Branch Office 3 South Market Street, Boston.

Balances in the Equitable Trust Company have been transferred to our books. Deposits and withdrawals may now be made at our offices. Until new check books are obtained, checks on the Equitable Trust Company will be honored by us.

BEACON TRUST COMPANY,  
Charles B. Jopp, President

Boston, Mass., May 24, 1921.

If one strand of a four-strand rope is tighter than the rest, that rope will part under less strain than a three-strand rope of the same size that has a tight strand, because the strand in the four-strand rope is much smaller than that in the three-strand rope.

A four-strand rope is somewhat stronger than a three-strand rope of the same size. But there is another consideration that calls for attention. In figuring out the size of rope for a particular job what is known as "a factor of safety of three" is used. That is, the safe working load for a rope is considered to be one-third of its breaking strain. In ordinary use, the small difference in breaking strain between a three-strand and a four-strand rope is divided by three, which reduces the difference to a very small margin. In other words, a three-inch three-strand rope will do the work of a three-inch four-strand rope and will be just as safe to use. On the other hand, if one strand of a four-strand rope chafes through there is left three-quarters of the strength of the rope, whereas if a strand of a three-strand rope chafes through there is only two-thirds of the original strength left.

But for all the ordinary needs of the fisherman the three-strand rope is the better, and the sooner he recognizes this fact the more he will save in his cordage expense. If there is any doubt as to the type of rope required for a particular purpose, it will pay him to write the manufacturer.

## Does Your Boat Leak?

Any old boat, as long as the frames are in fair condition, can be made water-tight with

# Jeffery's

**WATERPROOF  
MARINE GLUE**

This applies to any craft that floats, of wood or steel, from a dory to a schooner. Put your leak problems up to us. We will stop them.



**Send for Booklets** "How to Make Your Boat Leak Proof" and "Marine Glue—What to Use and How to Use It." It is important to use the kind we recommend.

For sale by all Ship Chandlers, Fisherman's Supply Houses, Paint and Oil, and Marine Hardware Stores

**L. W. FERDINAND & COMPANY, 152 Kneeland St., Boston, U.S.A.**



# MAINE SARDINES

## PACKERS WIN BIG CASE

**T**HE M. C. Holmes Canning Company has recently secured a court verdict that will be of great concern to canners, especially those packing sardines.

The case dates back to 1919, when a New York grocer ordered a car of standard key sardines from the M. C. Holmes Company. The goods were shipped, but while in transit the market eased off and upon their arrival at New York the grocer rejected them, claiming that they were not of the accepted standard grade. The carload, having thus been given a bad name, had to be sold at a price approximately \$1 per case under original sale price.

The point of issue was as to what constitutes a standard for ordinary oil sardines. Original purchaser set up a standard of his own which he tried, unsuccessfully, to establish through the testimony of a number of witnesses, mainly in his own line of business and perhaps more or less interested in establishing the right of the buyer to reject unceremoniously any shipment he considers it to his advantage to reject on arrival. He tried to prove that the sardines were "seconds".

The M. C. Holmes Company was supported by the National Canners' Association, which backed the suit financially and with the expert and exact testimony offered by its records and tests. Inspection officials were able to testify positively that the sardines in question were of standard grade. In six cans taken at random from the shipment only one broken fish was found.

The jury decided in favor of the Holmes Company, awarding this concern not only the full amount of its bill, but certain court costs as well, totalling something over \$1,000.

The case is a most important one to the trade, for it will have a tendency to put at end the dishonest and highly expensive practice of refusing goods that were sold in good faith. The main purpose of such rejections was to force the shipper to make a price concession. Such concessions have been made at one time or another by every concern in the business, and have totalled a tremendous loss to the industry when taken

in the aggregate. It is encouraging to know that the National Canners' Association have felt disposed to stand behind the Maine sardine packers.

## "IT PAYS TO—"

The country has been discussing the list of questions which Thomas A. Edison asks those who apply for executive positions in his manufacturing plants to answer. It is an imposing array and ranges from the most inclusive and general topics to such specific and particular matters as chemical formulae. But one question on the list is of considerable interest to Eastport people, and in fact to all of the thousands of dwellers on the Maine coast who are concerned directly or indirectly with the sardine industry. It is this: "What are American sardines and where are they produced?"—and the significant announcement was made in connection with it that this was one of the few questions not one of the hundreds of well-informed applicants who had taken the test had answered correctly.

Not one knew what American sardines were, or, in other words, not one had ever heard of them. Could the same result be recorded if the question had to do with "Sealdsweet" or "Sunkist" fruits, with the "Kuppenheimer" line, with "Cream of Wheat," "Dodge Brothers" products, "Prince Albert," or a hundred and one other advertised commodities? Here is a matter that calls for searching and constructive thought on the part of sardine producers. There are many elements to be sure in the present depression of our leading local industry. The general slackness of business, the falling market, over-production perhaps, and even prohibition, which is being made almost as much of a business boggy as Bolshevism is in politics—all of these as well as some other factors that need not be mentioned here, may be having an unfavorable effect on the sale of sardines.

But it is probable that the fundamental need of the sardine industry is intelligent and persistent advertising. There are so many good things that can be said for the American sardine when it is packed prop-

erly, that no good reason exists why it should not be as staple a food product and as well known over the very rich and responsive American market as any established brand of oranges and breakfast food.

It is said that wise men learn more from adversity than from prosperity. The present unfavorable circumstances of the sardine packers' will be for the best after all, if thereby they learn the lesson they ought to have learned long ago—that advertising will both increase their sales and their profits.—Eastport Sentinel.

## GENERAL SITUATION

Over two months have passed since the date fixed by law for the opening of the sardine factories of Maine. In previous years the usual opening has been about April 15th, before which the factories are not allowed to operate. This season, however, no move yet has been made to start packing.

Reports thus far received by the secretary of the Maine Sardine Section of the National Canners' Association from a survey of the amount of goods now remaining in the hands of the packers indicates that stocks have been materially reduced during the last several weeks, and some varieties are almost entirely cleaned out of the hands of the packers. The amount of sardines now unsold is only a rather small part of what was canned during the season of 1920.

In spite of this fact there has been no move to open the factories, as prices for sardines rule well below the probable cost of production for 1921 and canners have come to realize that the only remedy for the present situation is to remain closed until market conditions improve. All canners have sustained very large losses on the 1920 pack of goods, which have been sold far below the cost of production. For some time there were no definite prices ruling for the different varieties of sardines, the amount paid depending upon the desire of the packer to sell his goods, but of late prices have become more definite.

The cost of canning should be somewhat lower than for the previous season, but on account of recent

(Continued on page 17).

# LOBSTER NOTES

## SAYS CANNERS MAKE LAWS

### Westport Man Advocates Ten-Inch Law

**I**N a recent issue of the Yarmouth Herald there appeared a letter written by E. C. Bowers, of Westport, which carries strong, soundly-argued reason for radical reforms in the lobster fishery of Nova Scotia. The letter, in part, follows:

I have been trying to show the fishermen and our statute makers for over 20 years that the cannery are making the lobster law to suit their business. The Right Honorable W. S. Fielding has come to the conclusion that there is something amiss and wants the season changed or a different fishing season for different counties. If in 1896 he had backed up the Minister of Marine and Fisheries in his efforts to allow no lobsters saved under 10½ inches caught inside of Cape Sable, today there might be a winter fishing from December to June. But you cannot catch the chicken lobsters and expect to have remunerative lobster fishing for the winter months.

In your editorial of May 3 you inveighed against the shipment of undersized lobsters to the Boston market and called on fishermen and the Dominion Government to stop it. Do you not think, Mr. Editor, that it is quite a dog-in-the-manger policy that you put forth? You would keep these fish for the cannery to cook rather than give them to Boston Bay. Now, if the few thousand which the cupidity of our fishermen sent to Boston "trying to outwit the astute Yankee", would propagate to the extent of 150,000,000 small lobsters—as estimated—what about the millions that are boiled up every year by our canning plants. There would not be millions for restocking our waters, but billions.

On the southern shore of New Brunswick, where no fish are taken under 10 inches, men fish all the winter and I am told that this winter they stocked from \$800 to \$1,200 each. The fishermen there would not be beguiled by the sophistry of the cannery, but insisted on a 10-inch lobster, and today they are reaping the result. I have been fighting alone for 25 years for the preserva-

tion of the lobster fishery. If I had had during these years the support of the Yarmouth Herald and one of the great Halifax dailies, I am sure that the canning industry west of Canso would not today exist, and the fishermen would not be forced in the winter to seek out industries and other countries for employment.

### LOBSTER FISHERMEN GROWING INTERESTED

The educational campaign among lobster fishermen and packers on the Atlantic coast, to secure their co-operation for the conservation of the valuable and delicious crustacean, has been fruitful of good results.

Those who earn their living by the prosecution of the industry are beginning to realize that prohibitive and restrictive regulations instituted by the Department of Marine and Fisheries are not designed to make their work less profitable or their living more precarious, but the reverse—to insure the future of the industry.

There is a natural tendency to feel, when they are directly affected by a piece of legislation, that it is a blow to their personal liberty and nothing less than autocratic tyranny. They neglect to take the viewpoint of the authorities, confining themselves within the compass of their own personal affairs. Future results or more sober reflection in most cases vindicates the legislation on the principle of doing the most good for the greatest number.

When Andrew Halkett, naturalist of the fisheries branch, Ottawa, went to the east coast a few years ago to preach the gospel of lobster conservation to the fishermen, his reception was, to say the least, not warm. It took time for him to convince them that his purpose was merely to make them understand the wisdom of protecting the species, and that additional success might be achieved by their co-operation.

Each year Mr. Halkett has gone to the east coast on the same mission. This year he had as auditors more than a thousand directly interested people on Prince Edward Island, and he received a splendid hearing at the fourteen different points where he spoke, which was quite a contrast with the pioneer days of his work.

The questions asked Mr. Halkett and the general discussion following each lecture were clearly indicative of a growing interest in the subject on the part of the fishermen and packers. Hectic criticism of former days is vanishing. The check on their commercial aggressiveness gives them time to consider the future. It is dawning on them that the prohibition of the movement is but a guarantee for the years ahead.—Eastport Sentinel.

One of the biggest lobster catches of the season came to port May 22, aboard the lobster boat Speedwell. The boat made Boston in three days from Jeddore, N. S. Captain Burns reported 16,000 pounds of lobster below decks, consigned to the Commonwealth Lobster Company.

A thousand baby seed lobsters have been put into the waters along the Beverly shore from Little Misery Island to Beverly cove, and today are snugly ensconced in the seaweeds. The lobsters were secured from the State Fish and Game Commission through the interest of General Stopford of Beverly, Mass.

About one half of the lobster canneries in Queens county, P. E. I., are operating this season and those fishermen who got their traps out made good catches. The lobsters are for the most part large this year. Herring are now plentiful all along the north shore of Queens county and are proving very welcome as bait for the lobstermen.

A lobster measuring about three feet from tip of claw to end of tail and weighing 17 pounds, is reported to have been recently captured at East Dover, N. B. It was shipped to the Boston market and occupied a crate by itself. This is said to be the largest crustacean ever taken on that part of the coast.

The lobster fishery in the vicinity of LaHave has been fairly good, with a run of very large lobsters. The price paid by the buyers remains the same, 12 cents per pound for nine-inch lobsters and over and 5 cents per pound for small.

## LOBSTERS AND MACKEREL

## Lobstermen and Mackerel Netters Interfere—Change of Season Advocated.

**D**OWN Yarmouth way fishermen are strongly advocating a change in the lobster season. It seems that under the present regulations lobster gear is left so late in the water as to seriously interfere with the operations of the mackerel fishermen, whose expensive nets are often badly damaged. On the other hand, fishermen out at night drifting or netting mackerel, cut away lobster gear by the wholesale to save their nets. Such cutting away of traps and buoys has occasioned inestimable losses. A short time ago in Lobster Bay alone there was at least \$25,000 worth of gear so destroyed.

A large number of the fishermen are using every argument possible for a six weeks' or two months' open season in the fall for the purpose of shipping the large marketable lobsters only. They want the season to begin the middle of October or the first of November, with the express stipulation that only large, marketable fish can be taken. At the end of the fall period the season would be closed tight until March, when it would be open again for all size lobsters until May 15, at which date all gear would be taken from the water.

The mackerel fishermen claim such an arrangement is absolutely essential if they are to be allowed to make a living at their fishery.

However, lobstermen at Wedgeport and vicinity bitterly oppose the suggested change of season. They say that fall operations would prove most injurious to lobstering because of the fact that the greater proportion of lobsters caught at that time would be females, thus interfering immeasurably with the natural propagation of their kind.

These Wedgeport fishermen claim that they are doing better with three months' fishing in the spring than they would with two in the fall and three in the spring put together. They believe that the uncertain fall weather and the short days would result in great losses of gear.

A solution of the problem will be sought from the Department of Marine.

The lobster fishing season of the Digby County Bay, of Fundy shore, from Digby Gut to Whipple Point, Briar Island, together with Annapolis

Basin, has been included in the Annapolis and King's County fishing season, which closes on June 29. The special condition under which fishing is permitted is that no lobster of a less length than nine inches shall be taken.

A lobster was caught at Shag Harbor a few days ago which was so big that it could not get into the trap, but was caught by getting tangled up in the lines. Here are its actual measurements: Length, including feelers, 3 feet, 1¾ inches; length from nose to tip of tail, 1 foot, 6¾ inches; length of claw, 11½ inches; girth around body, 1 foot, 4 inches; girth around claw, 1 foot, 3¼ inches; spread of claws, tip to tip, 3 feet, ½ inch. Male, weight 13 pounds.

## LOBSTERMEN STRIKE

**I**N many of the lobster canning sections of the Provinces fishermen are vehemently protesting against the price offered them by the canners. In many places the lobstermen have organized against the prosecuting of their fishery until the canners pay them a price that will, at least, allow them a normal return for their labors and investments.

At Little Bras d'Or, it is reported, fishermen were offered but \$3 per hundredweight for their catch, which they refused to accept. The Lingham men went on strike, refusing to fish lobsters at \$4. The Baxter Brothers, who operate the canning factory at Lingham, compromised later with the fishermen at \$6.50, with the promise of an increase should the price of lobsters rise. The Baxter Brothers also operate the factory at Bras d'Or, whence they are shipping a large amount of the lobsters caught at Lingham, in order to keep the Bras d'Or factory in operation. A large number of Glace Bay fishermen are disposing of their catch to a fishing smack which comes from Lingham every morning. Fine catches have been the rule, with every indication of a big season.

Lobstermen in the vicinity of Louisburg also were on strike against \$4 lobsters. These fishermen declare that such a price is not enough to pay them for the trouble of setting their traps.

Meetings have been held at various points along the Antigonish coast to discuss the lobster situation. It is said that the fishermen at Arisaig will not put out their traps for the present, though most of them have

secured their berths in the expectation of conditions improving.

Last season the price of lobsters per hundredweight was around \$12.

Shortly after the opening of the lobster season it was reported that so many fish were being landed in the vicinity of Charlottetown that fishing was stopped for two days in order to clean up the fish on the cooler.

The lobster fishery in Placentia so far has been very successful and report says that the crustaceans are plentiful and large on the west side of the bay. The price is looking up in the markets of Canada and the United States, and it looks as if those who are at the business this season will make money. There were several inquiries in to dealers here for half-pound tins this week.—St. John's Review, May 21.

George Kellar, lobster dealer, who has a building on the shipyard wharf at Stonington, Conn., has placed a large lobster car of a capacity of 12,000 pounds in the water and is now purchasing the catches of local fishermen for shipment to the cities.

## THE GENERAL SITUATION

(Continued from page 15).

advances in the price of certain necessary materials it is improbable that the cost of production will be as low as was thought two months ago.

In addition to the improbability of factories opening very soon on account of low prices prevailing, there is also the factor of lack of supply of small herring along the coast of Maine. The spring school, which was quite large at the opening of the season in April, seems to have left the waters in the vicinity of Eastport and Lubec, the present supply not even being large enough to provide the demands of fish for bait. Schools of pollock seem to have blocked the entrance to the bay, having arrived earlier than usual, owing possibly to the mildness of the past winter.

It appears now that if the sardine factories are to open at all this season they must depend upon the fall school of fish in order to make the pack for 1921, which is bound to be materially below that of past years. The pack of sardines in Maine is usually about 2,000,000 cases per year. Should the fall school prove to be inadequate the 1921 pack would be very small indeed.



# Newfoundland and the Provinces

## MONEY DUE FISHERMEN

### Cash Paid by British Government to Canada Now Requested

As a result of the treaty made with the United States by the British government in 1877, \$4,500,000 has been paid Canada by Britain, which is now claimed by the Maritime Provinces in a resolution passed unanimously by the Nova Scotia House of Assembly.

The resolution was introduced in the House by J. J. Kinley, one of the members for Lunenburg, who said that interest on the \$4,500,000 paid by Britain to Canada would amount at 4 per cent. to \$180,000 a year, and at 5 or 6 per cent., which now prevails even for government loans, to a larger sum. This was paid for the fisheries and it was agreed to by the Canadian government of that day only for the sake of international peace. Mr. Kinley stated. The agreement was concurred in for the interests of the British Empire, so as not to jeopardize the good feeling which existed between the Empire and the United States. The fisheries of Canada were sacrificed, and Mr. Kinley said it was up to the federal government to see that the money was paid out for the good of the fishing industry.

## FRENCH TRAWLER COALS

The French trawler, *Terre Neuve*, Captain Michelet, was at North Sydney, June 6, taking 500 tons of bunker besides general supplies and left later for the Banks. She is the largest and finest trawler which has yet visited the port. Her complement is 74 men and her fish carrying capacity 10,000 quintals. At present she has 4,000 quintals on board and left fishing off Iceland before completing her cargo on account of extreme difficulty to secure coal. She is only one of the large trawlers which will come to the Banks this season. Last year the largest trawlers to enter this port were about 300 tons.

The French government cold storage and freezing plant at St. Pierre has not yet been put in operation, but will be in a very short time. No

other trawlers had arrived at St. Pierre when the *Terre Neuve* left there a few days ago, but several were expected. Captain Sentinot, chief engineer at the St. Pierre plant, was in town this week en route to the French Island. In discussing fishing conditions, he would make no absolute prediction as to the size of the trawling fleet this year, but considered it would probably be somewhat larger than that of last year. Large steamers would be engaged to carry fish back to France, and special arrangements had been made for transportation on the French railways, so that the people throughout France would be assured of a cheaper and more abundant supply of fish.—Halifax Herald, June 7.

## FAST WORK

What is probably a record in fast fish handling was accomplished recently at Henry A. Amiro's wharf, Yarmouth. The schooner *Annie L. Spindler*, Captain William Snow, docked at 3.30 in the afternoon with 23,300 pounds of halibut. In less than three hours the fish was put ashore, iced, packed and shipped aboard the steamer *Prince Arthur* at Evangeline Wharf, nearly a mile away, for Boston. The schooner also had 18,000 pounds of cusk and 9,000 cod. The whole fare was purchased by Mr. Amiro, amounting to \$5,200, the crew sharing \$122.76 per man for the two-weeks' trip.

## MACKEREL PLENTIFUL

With the good news of great quantities of salmon being landed at Louisburg comes the cheering information that immense schools of mackerel struck in off Ingonish Saturday night. The fishermen took advantage of the occasion and great catches were the result. The Leonards Fisheries, Ltd., with headquarters here, had their men working all night Saturday, and the fish house adjoining their plant near the terminus was well filled with the toothsome fish, where they were prepared for shipment and forwarded to their cold storage plant at Port Hawkesbury.—North Sydney Herald, June 8.

## LARGE SEAL CATCH

On the evening of May 31 the little two-topmast schooner *Eva June* dropped anchor in Halifax Harbor, thus completing a voyage of almost nine months in quest of soft fur seals in the far islands of the Pacific.

The voyage was well timed, the little schooner reaching the sealing grounds at just about the time that the close season had run its course. This close season was the result of a treaty made several years ago between Japan, Russia, the United States and Great Britain, for the protection of the fast diminishing herds.

To travel the Atlantic twice over, to cross the Pacific, the Arctic and the "circle" is the feat this little craft of less than 100 tons undertook to do. Nor did she falter once in carrying out this ambitious schedule. The last port of call was Montevideo, where she landed 1,500 seals.

H. R. Silver, Ltd., owners of the *Eva June*, promoted the enterprise. Captain Ryan had a crew of 18, all told.

## NEWFOUNDLAND CATCH, 1920

The following are the figures of the 1920 codfishery as reported recently by the Newfoundland Minister of Marine and Fisheries:

Shore and Bank.....	736,265
Labrador .....	407,329
Soft Cured Newfoundland...	12,313

Total quintals .....1,155,907

The first mackerel of the season, caught in P. E. Island waters, were taken May 30 at Alberton.

While fishermen down the St. John river have been complaining about the scarcity of shad, those farther up are doing well. Gagetown seems to be particularly favored. Many of those who have been fishing have caught 50 and 60 a night, and one fisherman recently is said to have taken in 100 shad. They are particularly large and in fine condition. Some are being smoked, a large number are being salted down for future use, and a considerable quantity are being shipped away.





# FISHING SHIP NEWS

## TAKES 75 POUNDS AMBERGRIS

Schooner Valkyrie of New Bedford  
Brings in \$15,000 to \$25,000 Worth—  
Also 1500 Barrels of Sperm Oil

**J**UST in from the whaling grounds, the schooner Valkyrie slipped into New Bedford harbor a few days ago with 75 pounds of ambergris in her hold, worth from \$200 to \$350 a pound, or anywhere from \$15,000 to \$25,000 for the lot. Incidentally she carried 500 barrels of sperm oil, now worth about 50 cents a gallon.

Little wonder that Captain Harry Mandly and his crew were jubilant. In his long career as a whaler this was the first time that Captain Mandly had taken aboard ambergris. He cut short a voyage that was to have lasted much longer than the eight months he was away to hurry home to get his ambergris to a practically empty market.

Captain Mandly had had rather good luck on other whaling trips in Sand Bay, off San Domingo, Hayti; so he dropped in there early last March. One day the mate sighted a school of whales. Boats were lowered to give chase, and two 25-barrel bull whales were the result. In cutting up the whales Captain Mandly discovered that one of the animals looked sick, and he gave orders that the crew look carefully when working on the carcass for ambergris. This care was rewarded in the finding of one lump of 49½ pounds, another of 20 pounds and several smaller lumps, the lot tipping the scales when first weighed at 82¼ pounds. Shrinkage will reduce the weight to not less than 75 pounds when finally dried out.

Ambergris generally is reported to be more valuable than it really turns out to be. The highest price paid was \$500 for a small lot. The last large lot taken by New Bedford vessels was something over 199 pounds brought in by the brig Viola and the bark Bertha, which were mated on the coast of Africa. This lot brought \$300 a pound.

## STARVED TO DEATH IN DORY

**D**URING a squall on the night of May 13, George Brown of East Boston became separated from the motor sloop H. Lindsay and was found several days later dead of starvation in his dory by the fishing sloop Waltham.

According to Captain Breckenbridge, master of the Lindsay, he sailed from Provincetown on the afternoon of May 13, bound for the middle banks, half way on a line running from Cape Cod to Cape Ann. Arriving at dusk the trawls were set and the haul was begun, Brown going out alone in his dory. The boats had been away for about 15 minutes when a nasty squall hit the sloop. After blowing her siren to recall the dories, she was forced to run before the storm. Blinded by the sleet and the fog, Captain Breckenbridge had roughly counted his crew as they climbed aboard and believed that they had all returned, but later it was discovered that Brown was missing.

For three days the Lindsay cruised back and forth across the middle banks without finding a trace of the lost dory. When told where the Waltham had run across the dory, Captain Breckenbridge said that it was within 10 miles of the spot where it had been lost.

Although there had been two days of intermittent fog, Brown must have heard the sirens and horns from Pequot Hill bars and stations along the cape, but he was unable to find shore.

The handful of gnawed fish bones that were found in the bottom of the dory and the lacerated lips of the dead man bear mute witness to the extremities to which he must have come before he died.

—○—

Schooner Pollyanna, Captain James Mason, in Boston, May 9, weighed out 42,000 pounds halibut and stocked \$6,898. The share was \$208. Captain Mason was out 25 days.

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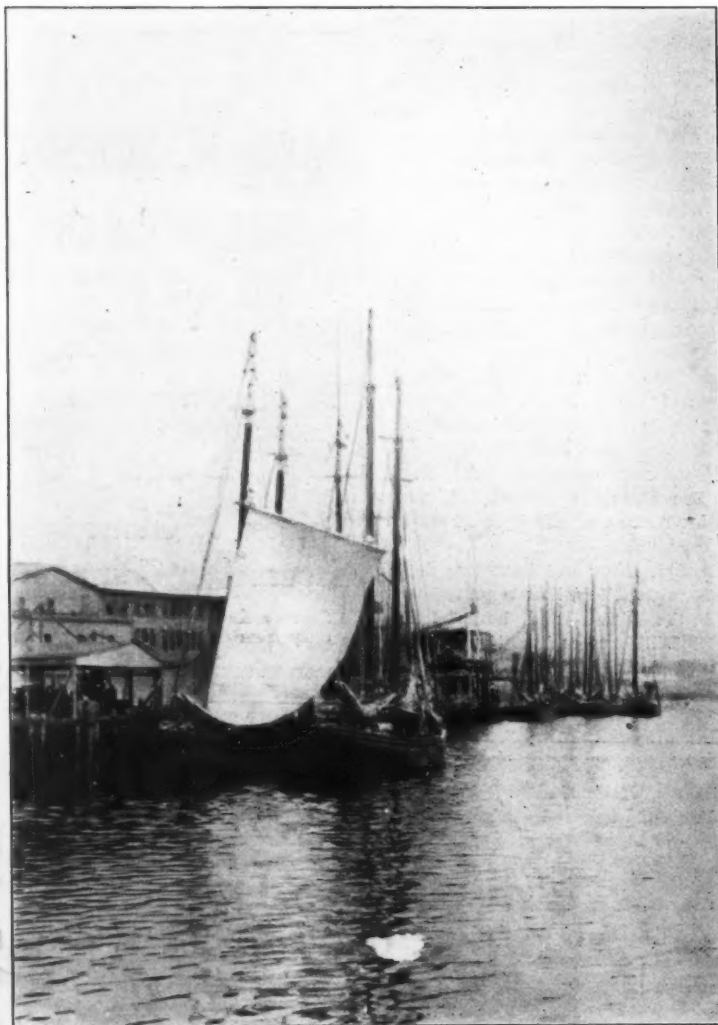
### CAPTAIN "TOM" BENHAM SAILS AGAIN

The three-masted schooner Aviator, with Captain Thomas Benham and crew of the ill-fated Esperanto, left for the Banks codfishery June 12. The Aviator was hauled out on the Rocky Neck marine railway at Gloucester, where her underbody was given a good scrubbing and a coat of copper paint applied. Later salt pens were installed and she was generally put to rights.

Captain Thomas Himmelman, who won considerable fame as the skipper of the Lunenburg schooner Delawana in the International Fishermen's Race off Halifax harbor last fall, is now in command of the new schooner, Lois J. Thomas.

Boston's champion mackerel schooner, the Arthur James, with the famous Captain John Seavey at the wheel, swept into port June 1 from Cape Shore grounds with what is believed to be the largest single fare of the season. Under deck she carried 100,000 pounds of fresh mackerel and on deck 71 barrels of salt mackerel.

Two fishermen of the LaHave fishing schooner Alicante, Lawrence Ross and Thomas Farrell, both belonging to Conception Bay, Nfld., went astray from their vessel on June 3, but succeeded in making land at Maindieu the same evening. Their vessel was about 20 miles off Scatarie when they lost her in the fog, and they had a hard all-day row before reaching land.



A BIT OF GLOUCESTER WATER-FRONT

### SAVED BY FISH BITE

A STORY that has been going the rounds of the Boston Fish Pier tells how George T. Hogg, 67-year-old skipper, was saved from drowning by the bite of a codfish.

Captain Hogg, who has skippered many a craft of his own, had shipped aboard the steam trawler Comber out of Boston. When out on the Banks, it seems that Captain Hogg, in making his way aft, slipped on a starfish, struck the winding cable of the trawl and was hurled with great force into the mass of fish lying level with the rail. Stunned from his contact with the cable he was in a dangerous position to slip overboard when the boat rolled again. He was saved, he claims, by the bite of a codfish which seized his right hand. The sharp pain brought him to his senses long enough to wind his arm around the stanchion. He was bitten in several places and was injured so severely by his fall that he was taken to a hospital immediately the Comber came to port.

### TRIM NEW FISHERMAN

One of the smartest fresh fishing vessels to enter the port of Yarmouth for some months arrived there June 6. It was the new schooner Thomas & Robert, recently launched at Sherroes Island, Barrington. The vessel was modeled and built by her owner, Captain Thomas Worthen. She measures 81 feet overall, 18.8 wide, 9.2 deep and registers 51 tons.

The schooner is admirably finished both fore and aft in clear pine and Douglas fir, while the flooring is of hard wood. She is splendidly equipped with all modern conveniences and will easily accommodate 16 men—eight forward and the same number aft. The vessel will engage in hand-line fishing on Browns and to add to her convenience as a fisherman the schooner is fitted with a 30-horsepower Atlantic motor.

The schooner, to many along the waterfront, created considerable curiosity, owing to the fact that there was something about the rig of the craft that was decidedly familiar. On closer inspection it was found the unique spars that always marked Mayor Walker's ill-fated schooner Ohio had been purchased and used for this new vessel. The Thomas & Robert will be skippered by Captain Telesphore d'Entremont of West Publico.

## SOME FINE FISHING

What is believed to be the largest catch of fish ever taken on the Banks in one setting was that by a schooner owned by Samuel Harris of Grand Bank, Nfld. From a reliable source it was learned that 1,000 quintals were taken in the first baiting. Another vessel owned by Simeon Tibbo, also of Grand Bank, succeeded in catching 500 quintals on the first baiting.

Having received a permit from the department at Ottawa, the Gloucester schooner *Imperator*, Captain Clayton Morrissey, disposed of her fare of 20,000 pounds of fresh halibut, June 4, to the National Fish Company, and left that night to return to the Sable Island grounds. She also obtained supplies.

Schooner *Bluenose* arrived at Liverpool, N. S., May 30, with 900 quintals salt fish.

Trawler *St. Eloi*, turned over to the marine and fisheries department, is another boat being converted at Dartmouth into a lightship. She is to be stationed at Cape Traverse, Quebec.

The U. S. Lighthouse Board announces that Great Round Shoal Channel entrance in Nantucket Sound is again marked by a gas and whistling buoy, showing a flashing white light. The spot has been unmarked, save for an unlighted whistling buoy, for a year.

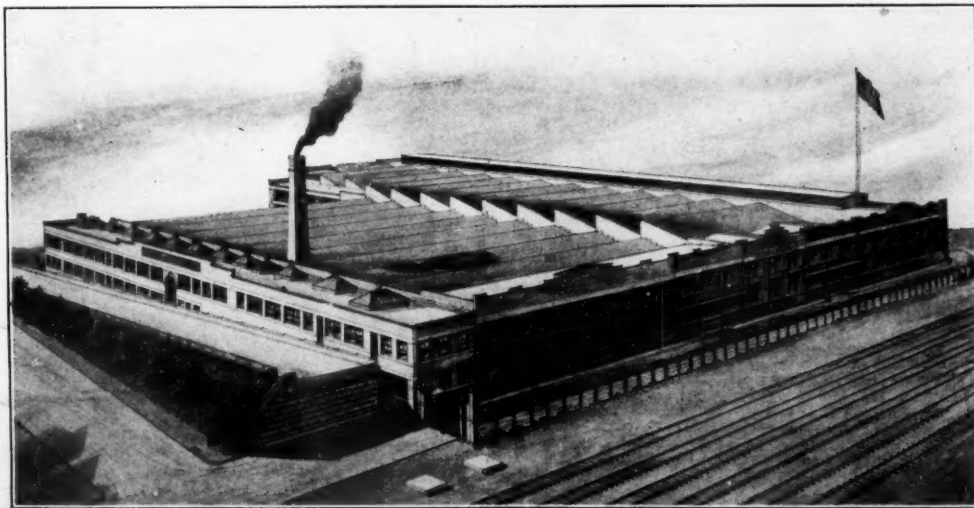
Trawler *St. Julian*, which was turned over to the marine and fisheries department, is at the department's pier in Dartmouth, being converted into a lightship, to be used as an auxiliary for the Sambro and Lurcher stations, the latter in the Bay of Fundy. So much has to be done in converting the boat, she will not be ready in time to go on the Sambro station before the return of the lightship from Anticosti next fall.

Schooner *Agnes*, Captain Frank Lewis, was at Portland June 6 with 60,000 pounds fresh mackerel and 250 barrels salt mackerel.

Schooner *Lizzie May* has recently been sold through the office of David W. Simpson, the Boston ship broker, to go to the Barbados.

Cape Shore seiners of Gloucester made some nice stocks the first week of June, the largest of which was schooner *Catherine Burke*, Captain Lemuel Flrth, which stocked \$8,749. The crew's part was \$177 per man. Other stocks and shares are as follows: Schooner *Harmony*, Captain George G. Hamor, stock \$6,492, share \$147; schooner *Arthur James*, Captain John Seavey, stock \$6,973, share \$147; schooner *Veda M. McKown*, stock \$6,800, share \$150; schooner *Mary E. Harty*, stock \$6,090, share \$135; schooner *Squanto*, Captain Almon D. Mallock, stock \$6,974, share \$139; schooner *Harvard*, Captain Albert Picco, on her Cape Shore seining trip stocked \$7,773 and the crew shared \$150 each.

This season there will be a fleet of about 30 French trawlers from France operating on the Banks, with North Sydney as their headquarters. The first of the fleet is expected at any time, as the advance guard left the shores of France several days ago. The coming of these ships to the port of North Sydney means much to the merchants of that city, as well as to the coal dealers and ship brokers generally.

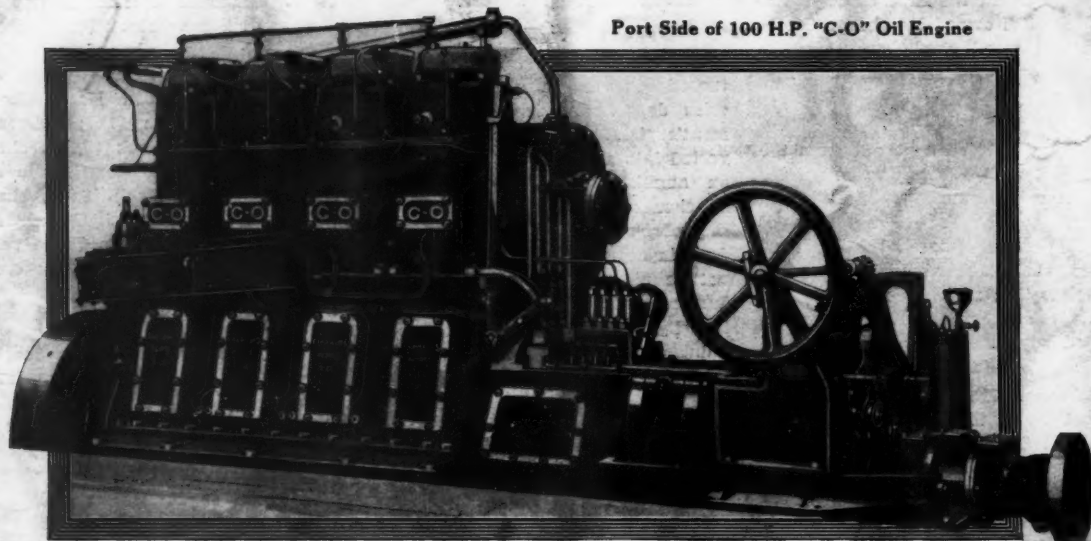


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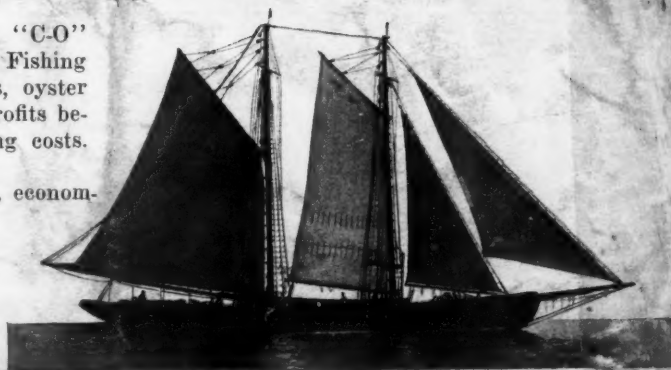
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